

SPECIAL MEETING -COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

April 18, 2006

5:15 PM

Chairman Osborne called the meeting to order.

The Clerk called the roll.

Present: Aldermen Osborne, O'Neil, Shea, Roy, Long

Messrs.: C. Luz, R. Sherman, Lt. Valenti

Chairman Osborne addressed Item 3 of the agenda:

Communication from Not So Plain Jane's regarding parking problems in the Millyard.

On motion of Alderman Shea, duly seconded by Alderman Roy it was voted to receive and file this item.

Chairman Osborne addressed Item 4 of the agenda:

Communication from Dawne E. Rooks regarding a permit for the Middle Street parking lot.

On motion of Alderman O'Neil, duly seconded by Alderman Roy it was voted to receive and file this item.

Chairman Osborne addressed Item 5 of the agenda:

Discussion with consultant regarding the Downtown Parking Study.

Chris Luz, Lansing-Melbourne Group LLC stated we have about five or six topics to cover including discussion on a valet ordinance and operations, decision to hire a parking manager, the establishment of an Enterprise fund, some thoughts about the redesign and redevelopment of Mechanic Street and pay stations. So what I can do here...we can do it a couple of different ways. There are only maybe eight or nine slides and we can discuss each topic as we go through it. I can present it and then we can open it up for discussion or I can try and get through all of the

slides and then we can go back to the beginning and start over again. It's your call.

Chairman Osborne stated we will try to get through all the slides first.

Mr. Luz stated you have in your packet now I think a description for a position of parking manager. If you remember the study we had a recommendation that the level of sophistication that is now required to set-up, operate, and manage fiduciary and operating the management responsibilities that the parking enterprise would have at the City really requires someone with credentials and someone with a fairly significant level of expertise. There is a description of a parking manager that you have and in that description...it is too bad you didn't get it ahead of time but there is a listing of roles and responsibilities. As part of that what I have been asked to do is develop what are the five top priorities of a parking manager. We can also go back and talk more about the credentials and qualifications and job duties of a parking manager but I will get through this first. The top five priorities once you have someone on board – it is critical...see the first two priorities that I have listed it is critical for that person to understand the process, their role, their responsibility and the authority they have in the position as the Director of an enterprise fund. This includes perhaps some changes to ordinances defining the role that this individual would have in the planning and design process, the approval process, their involvement in the economic development agreements in terms of negotiating parking and inviting parking and take that on as essentially a seat at the table where the negotiations occur. That is critical if you want this to work effectively. What has happened in a lot of cities is that much of the development agreements are done with Economic Development, Planning or the City Council or whatever it may be and then the parking manager is kind of left with whatever comes out of that discussion. It is the Band-Aid approach trying to fix things. You want to get ahead of it and be proactive. The second piece of that is to get the word out and present the opportunity that you now have with a parking enterprise. That means internally you need to have that discussion. The person needs to be as much a PR person as they do a technical person in getting out and making sure that the various departments that touch and have a role in economic development and planning understand what the role of the parking director is and how they can support and help open up continued development and growth in Manchester. Just as important as externally getting that word out whether it is Intown Manchester or the Chamber or the Regional Planning Commission, the development community, the building owners, whoever it might be really need to understand the role that parking plays. We have seen over and over again cities that or developers that will tell us if they understand what they are getting into ahead of time then they can plan appropriately and do financial planning and their development planning because they understand what they are walking into. When you negotiate all of that and it is not a consistent or fair

process then it may or may not bear fruit. It is very time consuming and frustrating for developers. It is critically important for them to know what they are going into and I think that will help spur development. Randy is putting together a department budget. We will need to spend some time finalizing that budget. I guess part of it...you remember when I talked about a budget. A budget has to have in my opinion a direct connection with the rate schedule. You are running an enterprise fund not necessarily to generate revenue for the sake of generating revenue but you are generating revenue to operate the enterprise fund, and redeploy excess revenues back into economic development, whether that is parking improvements or whether that is supportive of development. That is the goal of the enterprise fund. You need to understand parking rates, the parking meters, the hours of operation because you have to have a very firm handle on that and the revenue generated. Of course that includes any new rate structure. On the fourth and we will talk more about this with the pay and display slides but implement the meter and rate program. What is the technology? I think we have a pretty good handle on what the technology is. There are two or three leaders in the industry where there is a tried and true product that is out there. It is not reinventing the wheel. I wouldn't recommend going with a new start-up company from my experience and I have done this around the country. Then public relations. Getting out ahead of that curve so that then the public, the Chamber and Intown sees the installations happening and they know it is happening and they are applauding it and happy to see it and understand the technology and they see the benefit. Implementation what does it take to get these facilities in place. In order to really address all of the meters and that was an end goal then there is going to be a staged implementation process. I think right now Citywide there are about 3,000 on-street meters and then there are and I don't remember the number off hand but a number of lots with meters as well. The first stage would be to access that \$1 million and implement installation placing about 1,000 on-street meters in four areas. Then initiate work on short-term strategies. We talked a lot about new parking structures and implementation of a number of ideas but some of those ideas are going to take some time, whether it is a garage south of Granite Street or a garage on the north side of PSNH those are probably longer term projects but a parking director needs to work on and can probably address these concurrent with the other full plate. He will have a full plate. The valet parking addressing the solution of Millyard parking and looking at the permitting, those are kind of hot buttons that I think need to be dealt with right away. I kind of bundled more than five priorities but I think these five headings we need to focus on right away. Mechanic Street. One of the items I have been asked to address is how do we implement this linear lot on Mechanic Street and what does it look like. You have something fairly similar today on Stark Street one block over. There is a graphic of what we talked about. Elm Street runs right to left along the top of the diagram there. This is a sketch we put together to convey the concept. We will talk more about this. It probably makes more sense to run one way towards Elm Street and

angle the parking on the YMCA side. There are a number of objectives that I think you need to address with this linear lot. The reason I call it a linear lot...I want it to really function like a parking lot. Slow speeds for kids running across the street or if there are pedestrians and cars backing up it is not a big deal. It is like you are in a parking lot and not traveling 25 mph. You can take care of the daycare loading zone issues that we have at the Y. You can angle the parking on the Y side of the street so that kids getting out will hit the sidewalk and they don't have to cross the street. We can look at pedestrian bump outs and create some crosswalks for activity and pedestrian movement from black face to black face. That is where we would put the crosswalks. It would slow traffic and provide...most of that parking is short-term. Apparently there has been a need for very short-term loading or take out for the restaurant and deli and that can be accommodated very easily with a pay station. We would add a significant number of new spaces. Whether that is five or ten spaces any space in a prime area along Elm Street or the cross streets are really critical. Then we have the opportunity to add some greening. We heard about some of that this morning with the Hillier Master Plan and the greening of the community. Redevelopment of that streetscape could easily be integrated in that greening concept. Some issues...I have constraints. I don't think those are really constraints. They are just issues we need to deal with. The Fire Department mentioned that they would ideally like 20' clear for truck operations and firefighting. We are showing a 15' drive aisle in the sketch. There is no problem with making that 20'. We will just end up taking away some width from the sidewalk. Then we would locate pay stations along that part of the block. This is just showing the block down to the West End of the parking structure. It really runs all the way down to Canal Street. He is the rehab with 15'. I don't think it is a problem. We didn't have good detailed base mapping. We kind of laid out the concept knowing that this was flex space here on the sidewalk. I think we can narrow all of these sidewalks. So front and angled parking with parallel parking on the opposite side and one-way traffic. Again it would be reverse flow. This is just another drawing. On the right side you see the actual aerial of Mechanic Street. We tried to roughly get the scale and show how that would look side by side. Pay and Display. We will walk through this and we can come back to it as I mentioned. I wanted to start with what is it because we talked about pay and display and we talked about pay by space and pay stations and all kinds of things. Pay and display is a unique animal. The way they are used is that you have a kiosk that takes the place of about 8-10 meters. With parallel parking so spaces are longer along the curb base, one kiosk or one pay station will replace about 8 meters. For angled parking one kiosk will replace about 12 meters. The way they work is a user parks in a space and the spaces are unmarked. You don't have painted lines anymore. They are unmarked so in some cases you will get 12 cars where you used to have 10 and in some cases you may get 9 SUV's instead of 10 regular cars. In most cases you tend to get more parking when spaces are unmarked. The user would park and approach the meter.

The meters and the one I am going to talk about is a meter that accepts coins, debit cards and this would be a debit card unique to the meters so for instance someone can buy a month's worth of metered parking and have that card and put it on a keychain, an ATM debit card or a credit card. They pay for the parking and the meter spits out a ticket. You pay for your parking and you decide whether oh I am just running in for 10 minutes and you hit the button and you have 10 minutes of parking. You get the ticket go back to your car and put it on your dash. The enforcement personnel would then come by look at that ticket on the dash and see that you bought it and it goes until 5:47 or whatever the time is it is after 5:47 so you get a ticket. The other buttons are for one hour or two hours or if it is any area where you have longer permits there is four-hour parking. You could hit a max button. That is nice. If you go into a medium like Millyard parking some folks may not know if they are there for an hour so what you can do with a credit card or a debit card is hit the max button and it charges you for all four hours then it is done. It is a cost but it is a convenience if you don't know how long you are going to be. Then you have the ticket on your dash when get back so you can use that as a receipt or whatever. So that is how they work. They are installed in about 3,000 cities worldwide. They have been in existence since 1970 in Europe. We have been kind of promoting them for a long time in the U.S. There were some early installations in the 80's but the technology just wasn't accepted. The machines the way they are built today there is improved reliability versus a meter. There are less moving parts. There tends to be better customer acceptance now. We are all moving into a high tech world and everyone accepts that. There is an overall higher level of security. These things are vandal proof. They are powder coat painted. Functionality is very high now and in the U.S. they probably won't tell you this but the case studies indicate a range of between 20% and 50% increase in revenue and the next slide talks about why that is. The vendors will tell you that it is probably about 20% over anticipated revenues. What we are talking about is a solar powered freestanding bolt down pedestal kiosk. There is no wiring to run. They are wireless communications. They are vandal proof and weatherproof. They will work fine in Manchester. There is enough sun here all year long. You can zone them differently. You can have a commercial zone and an arena zone and run them differently on different days. You don't have the maintenance of the painted lines and curbs and so forth like you have today. You have projected increases in revenues and you have a decrease in your cost that you have today with your meters. Let's talk about the revenue increase. Why do they increase? First you have increased payment options. This is the 10th time I have come to City Hall today without change in my pocket. When I travel I tend not to carry change with me because I have to go through security. If I had an option to stick my ATM debit card in a machine or a credit card I would. Piggyback. When I talk about piggy back it is if I pull into a parking space and I buy an hours worth of time and I leave after ½ hour, the person that comes in and takes my space they have no idea that I had ½ hour of time left. That has vanished. They go to the

machine and they pay for their time. So you are getting double pay for that ½ hour and that increases revenues. At any given time mechanical meters and some electronic meters will be out of service. It is not unusual to have meters that are down. It is highly unusual to have these pay stations down because they are proactive. They are wireless communications. When they are short on paper or short on ink or short on power, whatever the issue is, a call goes out to a clearing house station that the vendor provides and that call is then forwarded to the parking department and you send somebody out. You can see that on April 18 at 4 PM machine #32 is low on paper. So a person goes out and changes the paper, pushes a button to reset the machine and on the computer an audit trail is left that says on 4/19 at 7 PM the paper was changed. It is done and the machine is operation. So you rarely get an out of order machine. If you do have an out of order machine, it doesn't mean you can park for free. You have to walk a few more spaces but you can go to an adjacent kiosk, buy your time and put the ticket on your dash. You can also buy your time once...let's say I buy two hours and I have to run errands downtown and know that I am going to be at two or three different stores. I park at one spot, buy two hours and put the ticket on my dash. I park for an hour and now have to go down the street to another store. I can take that ticket with me and park down there. It is still good down there. So you can move about any of the pay stations once you have paid and you have time left, which I think is a convenience thing. You don't have to pay meters twice. Credit card approval...another reason the revenue is higher is because credit card approval calls in and the transaction is done online. There is no bad debt or bad collections associated with the credit card or debit card. I mentioned the self-monitoring. There is a backroom administrative service that I mentioned or a clearinghouse and reporting function so that all of the equipment is online all of the time and you know what is happening. I talked about receipts being transferred from space to space. The receipts can also be used for merchant validation. I mentioned you could have a specific debit card. We can sell debit cards with arena season passes that says in this zone your debit card is good at a reduced rate and you can give him a reduction because you are taking his money three or four months at the beginning of a baseball or hockey season and letting them park for the season. Improving the streetscape, just the aesthetics alone of removing say 3,000 meters – that was our goal, and replacing them with 300...these are nice looking machines. We heard about sustainability in the Hillier report. These are solar powered and sustainable. I just listed the cities I know that have them. There are lots more. Most of these I know are larger cities but we have them in East Lansing and we are a 100,000 populous. Portland has them. St. Louis has them. New Brunswick. One of the largest installations is in New York. It is on the East Coast and it is farther north than Manchester. I guess it has the highest snowfall on the East Coast and the meters have been there for two or three years and they have been working. What do they cost? Somewhere between \$8,000 and \$10,000 per station depending upon bells and whistles. They will

replace between 8 and 12 meters. We assume there are 3,000 on-street meters today. What I would target first is the 1,000 on-street meters in the core area between Bridge and Elm Streets excluding Commercial Street. You have Bridge, Elm and Canal and the cross streets. That would be 1,000 meters. Let's say it is \$8,000 a meter that is \$800,000. They just noted there is another balance of meters north of Bridge Street. Those probably you would consider phasing in looking at this increase in revenue to fund further implementation. So that is the pay station. I think that is the last slide. Valet parking. In the packet there is a valet parking ordinance. We worked with the city of Columbia, SC in 2004. It has worked very effectively. It essentially lays out a process and policy in the ordinance for valet parking. The ordinance requires and operating procedure. Where to you put the valet signs, how do you operate it, where do you park the cars? Every aspect of valet operations. If you are private and you are on private property or residential property the ordinance doesn't apply to you. It is only if you are parking on City streets. The last one and maybe this should have been the first one is the recommendation that we had to develop a parking organization. The goal of creating an enterprise system is so this will be a self-sustaining department that will serve the parking needs as well as support economic development. An example and this is one we used in Columbia is the Parking Director would be under the Assistant City Manager. I think initially we were talking about a Parking Director with an Administrative Assistant and then looking at what the needs are beyond that. That's it. We can address questions.

Chairman Osborne asked policing – how does this work. You have a receipt and you said you can move from space to space. How is that policed?

Mr. Luz answered the receipt that you are issued from the machine is time stamped with a date and time and expiration time. That is all they need to see. As long as you are in the pay station locations and your receipt is valid then you are good to go.

Alderman Roy stated what I would probably like to do is start off with the Mechanic Street conversation and then let other members speak to that and go onto the other different slides. Has any cost been associated with the change to Mechanic Street?

Mr. Luz responded we have not developed any costs for that.

Alderman Roy stated I would ask that maybe our Planning Director respond to cost and where funds could be made available for that. The existing width of the street, do you know what that is today? So we could easily accommodate a nice sidewalk and a 20' right-of-way for the Fire Department?

Mr. Luz replied yes.

Alderman Roy stated the other question I had for you is why just Mechanic Street when we look at our streets.

Mr. Luz answered it is not just Mechanic. Mechanic was the kind of template that we wanted to lay out as an example. We ought to be looking for every location where you can fit angled parking in or add any on-street parking. There are other spots.

Alderman Roy stated in reading what you said in the parking study I found it interesting that you found Mechanic Street. I have always thought Market and Middle Streets would make a nice loop. It seems like that is the direction people tend to drive around City Hall and if there is no place to park they will go down one, get to Canal, go north and come up Market Street and then go back down Franklin Street. I would like to see what the cost would be and how many additional spots...I believe on Mechanic you added an extra 8-10 spots.

Mr. Luz responded I think so. I don't know the exact number but I believe that is right. One of the reasons we chose Mechanic in thinking back is to really address some of the issues that came up during the course of the study and that was primarily the daycare and the kids that are running across the street. If you are picking up your kids and you are on the opposite side of the street there is a danger with two-way traffic and kids crossing the street. Then on the north side of the street there is apparently some need for very short-term take-out and delivery type services so it seemed to fit that mode as a good example.

Alderman Roy stated while I appreciate the concerns of the two entities that you just mentioned – the dropping off of children and the take-out we do have problems in this whole region of streets that an additional 8-10 cars per street would definitely benefit and I have no problem suggesting slowing traffic down as you made the comments. I would definitely be looking for costs if we could ask the Planning Director for that and have him report to this Committee. Also where funds may be available – either CDBG...I would like to see that as part of the report.

Mr. Luz stated I hate to even do this but I will guess here. Probably in the ballpark of \$250,000.

Alderman Roy asked for Mechanic Street.

Mr. Luz answered yes and I could be way off but that is my guess.

Alderman Roy asked so if you were to look at that guess at \$1 million you would be looking at roughly 30-40 spots in this area.

Mr. Luz answered yes.

Alderman O'Neil asked are these...they appear to me to be in some order as they are listed on the sheet here. Create the enterprise first, parking manager second. Is that intention or is that just the way it laid out?

Mr. Luz answered I don't know if there is any...

Alderman O'Neil interjected let me ask you then. Of the six bullets you hit on prioritize them for me.

Mr. Luz stated in my mind the priorities...hiring a parking manager and identifying roles and responsibilities because nothing else can happen unless you have policies and guidelines developed. We can't...we have been doing the Band-Aid approach and that doesn't work. We need to have defined vision.

Alderman O'Neil asked if the manager is on board then create the enterprise.

Mr. Luz answered I think you are on the way to creating that enterprise. I think what you are looking at now is making a decision to hire a parking manager and creating the enterprise fund essentially concurrent.

Alderman O'Neil asked of the other four recommendations is there a priority of one over the other.

Mr. Luz answered probably the pay stations because that is going to force the resolution. It is going to resolve the issue of when you are going to operate meters on street and what rate structure you are going to use. I think that is a big enough bite.

Alderman O'Neil stated you did not touch on the sale of Granite and Seal Tanning parking lots.

Mr. Luz replied I didn't. We made the recommendation. I think the City is moving ahead with appraisals and looking at selling that property.

Alderman O'Neil asked how long...you mentioned that Columbia, SC was implementing a new structure in parking. How long has it taken them from start to where they are now and how much further do they need to go?

Mr. Luz answered we started working with them in early 2002. They had a parking department but it was not an enterprise fund. We got through the study and they started enacting various aspects of the recommendations and essentially they increased their revenue by about \$3 million a year in about a three year period. At that time, they started putting together the organization for a formal enterprise department and I think that is in place today. It was very recent that that occurred. Parking was a...it essentially operated as an enterprise fund it just wasn't formally set up that way and it couldn't issue revenue bonds.

Alderman O'Neil asked regarding enforcement do you see a major challenge if it remains in the Police Department.

Mr. Luz answered yes.

Alderman O'Neil asked why.

Mr. Luz stated the goals of the and this falls back to the Parking Manager and defining roles, responsibilities and authorities. The goal and I think the objective of the enforcement personnel is to manage behavior. We are going to be changing various aspects of the parking system and we need to change the behavior of our parkers. That is what the major role of enforcement is. Part of it is to...yes those folks who are obviously parking illegally are going to be fined but their goal is to really manage the parking system through enforcement. I think that has to happen in the parking department because their philosophy is going to be different as it is instilled by the Parking Manager. This is what we want to happen, this is how we are going to do it, this is where we need to lay off and this is where we need to be stricter. Right now when it runs under the Police Department I think they are probably doing a great job but I don't know that there is an end goal in mind in terms of how they do their job. Essentially it is let's write tickets when we have expired meters.

Alderman O'Neil asked can the behavior from the enforcement side be changed but remain in the Police Department.

Mr. Luz answered it removes it to such a degree that I think it makes it very difficult.

Alderman O'Neil asked am I correct to say that we have an issue here with Ordinance Violations needing to remain in the Police Department. Is that correct?

Randy Sherman, Deputy Finance Officer, stated I did confirm that with Deputy Chief Simmons. The issue is that the PCO's can go. It is the folks who are in the office that have access to the computer system who have to stay under the Police

Department because of the information they have access to. The PCO's who are out on the street can go into the parking department.

Alderman O'Neil asked don't they have access to much of that same information.

Mr. Sherman answered they don't because again what they are doing is they are seeing that blue Toyota at an expired meter, they put the license number on the ticket and they are done. Once it gets over to the other side and into the office they can now look up the license plate number and they know whose car it is and what the name and address is and they have more information at their disposal than the PCO's do on the street. Again, I did check that with Deputy Chief Simmons and he confirmed that that was correct.

Alderman O'Neil asked on the pay and display meters you mentioned conservatively a 20% increase. Can you get us at some point specific examples? You put a number of cities up there.

Mr. Luz answered probably the most recent and the manufacturers or the vendors as I refer to them are very reluctant to play that role themselves. They don't want to be seen as pushing it too hard or setting unrealistic expectations. What they will do is give you names and contacts of where they have done installations so you can talk to them and see what their experience has been. I was recently directed to and I have his name and number and I don't know if he is the Parking Director but he is in the Economic Development Department in the City of Seattle. They just installed the meters and apparently they have been wildly successful and the revenue has increased way over 20%. You have the same story in Chicago. Toronto has been touting their story for years. They put them in about four or five years ago and just raved about them.

Alderman O'Neil asked what about your hometown.

Mr. Luz answered they just put them in probably three months ago.

Alderman O'Neil asked so it is too early to...

Mr. Luz interjected yes it is still early. I tried to get a hold of our Parking Director, Dan O'Connor, and was not able to catch him before I left for Manchester.

Alderman O'Neil asked what is the theory behind no painted lines on Mechanic Street.

Mr. Luz answered the idea is that there is really no need to paint lines if you are parking and then displaying a receipt. People...what we have seen and I guess until you see or hear about it in person it may be a little bit tough to comprehend but folks will tend to park adjacent to one another. There is some concept of physical nearness and what I should be doing and this is angled parking and this is how I do it.

Alderman O'Neil stated I am thinking about that person with the brand-new car that is going to...they want to make sure their doors don't get a ding in them. Is that just something you are not going to prevent?

Mr. Luz replied I don't think you can prevent...I mean he will park 3' away from the car next to him but guess what, while he is gone that car will move and two more mini cars will come in or something. It is just something that I think you have to deal with. Now some of the angled parking...I mean it might not be a bad idea to consider initially painting some markings and just let them deteriorate with time but what we have seen with longer black face is that you can probably get more cars parked there then you would normally with lines.

Alderman O'Neil asked what is a normal sized space.

Mr. Luz answered with parallel parking it is about 25' because they want to leave room for pedestrians moving between cars. If you paint 25 spaces in 100' or 1,000' you get 40 spaces. If you leave it open I guarantee you will get more than 40.

Alderman O'Neil asked how about on angled parking.

Mr. Luz answered angled parking typically perpendicular to the curb is about 19.5'. The stall length as you are parking is 18' but it juts out into the feet.

Alderman O'Neil asked it is not 18' wide though.

Mr. Luz answered no I am sorry 8.5' wide.

Alderman Long stated with respect to the Mechanic Street plan you have there the only thing I don't see is handicapped parking. If there were no lines I could see...I mean there could be handicapped parking without even having a sign if they got an end spot. They could park where another car can't fit in and they could have access in and out. I think that is better. I am sure you must have to have designated areas or I would hope we do anyway.

Mr. Luz replied yes you do.

Alderman Long stated Alderman O'Neil brought up my concerns with respect to priorities. Am I correct in saying that you advise that a Parking Manager be the priority right now?

Mr. Luz replied yes.

Alderman Long stated I am wondering whether or not policies, procedures and goals and our objectives should be...you know we should have a rough consensus with staff and the Board of Mayor and Aldermen because I would hate to see a Parking Manager hired and see conflicts starting out right away and the Board thinking one way and the staff thinking another way. If we could either...if we were to start with the Elm Street area if we could come up with some rough qualifications that way we know that this manager has some direction where he is not selling a proposal to several people. That would be my first concern. Now with these pay and display meters are they programmable per station or is there a central station to program them?

Mr. Luz replied they are programmable on-line per station but you typically like to have them pretty consistent in the way they operate unless you have pretty clearly defined zones.

Alderman Long asked so each station would have to be programmed to that specific need or is there a central...there is not a central...

Mr. Luz interjected there is. What all the vendors provide essentially is a backroom service that...typically I think the cost is about \$45/month per meter and they handle all of the on-line transactions. They program it. They monitor and do the auditing and all of that information is downloaded in real time back to the City. The actual maintenance of the machines they like to provide training for and have that taken care of by City staff. It is electronics so it is boards and things.

Alderman Long asked in this enterprise fund this manager would be responsible for that...I am assuming it is wireless technology.

Mr. Luz answered yes it is all cellular and wireless.

Alderman Long asked this entity would be responsible for that also.

Mr. Luz answered right.

Alderman Long stated with respect to enforcement personnel, what personnel would be doing the enforcement in your view with this entity.

Mr. Luz replied what we talked about was moving four PCO's from the Police Department to the Parking Department and then actually expanding that using some of those funds that have been allocated to add four more. There would be a total of eight PCO's that would be responsible for enforcement.

Alderman Long asked with respect to valet...I didn't see any valet on the description for the Parking Manager. With respect to valet parking are you of the opinion that...where is the City more effective with respect to valet? If we have some control over areas of parking or whether it is privatized?

Mr. Luz answered I think that the City wants to play a supporting role so where the parking storage is actually occurring on private property fine no problem. Maybe facilitate that discussion and the Parking Manager can provide some expertise in terms of how you contract with a vendor or an operator and how does that happen and what they should look for. So providing some support for that. If it is a current public right-of-way...many cities in the evening rather than enforcing meter parking on street is they will remove it and replace it with valet parking. You will short-term park the vehicles at the curbside and if you are going in for dinner and you are going to be two hours they will move it to an off-site location. If there are public facilities that are available off-site that the City owns like the Victory garage in the evening that can be used as a valet parking garage.

Alderman Shea stated I don't have many questions but one question I have is you mentioned that the most important entity is a Parking Manager. Who selects the Parking Manager if there is no experience here for that type of a person?

Mr. Luz replied one of the things we have done is we got a pretty tight description in terms of roles and responsibilities. There are some basic qualifications. You are probably looking at someone with a four-year degree in a technical field. Probably business but Parking Managers come from a diverse background. They are architects. They are planners. They are engineers. They are business degree people. Nobody goes to school to be a Parking Manager. It doesn't exist. Somehow you end up there and gain experience. There are two entities also that provide certifications. One is the National Parking Association. The other is the International Parking Institute. Both of those programs...one is called a CAP and the other is called...I don't know what the other one is called but there is a certification process you go through to become a certified public administrator of parking. I think that is a qualification you would look for. That ensures that they have some basics if nothing else.

Alderman Shea stated you had seven people involved in the process. I am not sure how...

Mr. Luz interjected this is probably a picture that might be five or seven years from now when you have a fully matured system. Right now I think you have a lot of the support personnel here. What you need in my opinion is a highly qualified Parking Manager who really understands and can work with developers and is an entrepreneurial thinker.

Alderman Shea asked so your plan that you are proposing is get a Parking Manager, utilize the personnel that is familiar with the local situation and then in turn try to build upon that situation to make it more functional and obviously more securable. The other point is, and you may have touched upon this, but what about the rate. How do the rates now when we have meters...by that I mean by the hour, half hour and so forth, how is that done by a comparative nature?

Mr. Luz asked in terms of what.

Alderman Shea answered in terms of paying for the meter use or paying for the space.

Mr. Luz asked the pay stations versus the meters.

Alderman Shea stated right. In other words you pay 25 cents now or 50 cents or \$1. Is that the same kind of situation or would you increase the rates?

Mr. Luz replied we are likely looking at an increase because over time I think we really need to...the concept of an enterprise system is that the users support the system with revenues from the system. To get there there has to be a certain level of revenue generated to support not only what you have today but what you want to get to in the future, whether that is new garages or streetscape projects. So you have to identify what that is and then back into what the rate should be and then make a decision as to whether policy and public acceptance will...is that a reasonable rate schedule to enact. I think you are going to need to raise the rates because I think you are falling too far behind with what market rates are at in cities of your size.

Alderman Shea asked how about the...right now we don't charge for parking on Saturdays and Sundays. Is that not part of the scenario in terms of maybe having rates on Saturday part of the day?

Mr. Luz answered we talked about this previously. I am a proponent of Saturday charges if nothing else. There can be merchant validation on Saturdays if that is a

concern. What happens is anyone who works in an office and you guys do the same thing as...how many Saturdays do you work these days? Almost everyone is spending some time in the office on a Saturday so it is real easy to go to your office now in downtown Manchester, park on the street and spend two or three hours catching up on work. That is taking away then from your Saturday services that you want to provide – the retail and restaurants and dining facilities and that would be one way to try and control that. Again, it is managing behavior versus generating revenue. Generating revenue is really secondary on a Saturday. It is creating those spaces and making them available to your downtown constituents.

Chairman Osborne stated I agree with that last one.

Alderman Forest stated the kiosk and the parking meters you mentioned they were wireless and solar powered. The kiosk itself though would have to be wired to a phone line or something correct?

Mr. Luz responded no. The kiosk is wireless. It has an internal battery that is charged by a solar panel on top and it has integrated wireless service within it. That is where you do the pay. That is where you insert your credit card and are issued a receipt and so on.

Alderman Forest stated the question I have is I know how my computer operates sometimes but you were saying that if one of the meters breaks down the Traffic Manager or the Maintenance Manager would get a message from...would you explain how that would operate.

Mr. Luz replied as best I can. I have spent a lot of time with the vendors training but the example they had explained to me is you have a roll of paper that is issuing your ticket receipts and if you are almost out of paper and you have a day or two left of paper the machine in some manner senses that, recognizes that and sends a wireless signal to their clearing house. Don't ask me how it does it. It sends a wireless signal to them that says paper is low in Machine 32. They then transmit that automatically to the City Manager or the Parking Manager. He then knows Machine #32 on April 19 at such and such time we got a notice that it is low on paper. He goes out, replaces the paper, hits the button to reset the machine, makes another call and says I got paper now I'm good. So the Parking Manager knows we had an issue and my guy went out there and fixed it and I'm good.

Alderman Forest stated I can understand that part. Never mind. I am all set with that.

Mr. Luz responded one thing that is important that I didn't mention is when you go to a technology like credit cards the convenience of a credit card and the way

that they are processed almost requires a charge of \$1/hour so even if our parking...if we decide it needs to be 50 cents, 60 cents or 75 cents an hour and you use your credit card you are going to be charged \$1 because of the transaction cost that is involved. So there is a surcharge with a credit card.

Alderman Roy stated I was going to ask you some questions regarding average costs. Please don't and we are not going to take these as verbatim but we just want to tap your experience. The average pay for a Parking Manager, qualified, in the Northeast?

Mr. Luz replied I don't know the market well enough here to give you an answer. There is information available that has been put together by the International Parking Institute that has wages and benefits by municipality in the Northeast. I think it covers a lot of cities up here and it is something you can purchase from them. They updated...I think they just went through an update.

Alderman Roy asked what is the rough cost of purchasing that.

Mr. Luz answered that is \$200 or \$300. The average cost is somewhere between and I am going to guess \$65,000 and \$90,000.

Alderman Roy stated you mentioned the cost of monthly maintenance or backroom services on each meter. Could you repeat that?

Mr. Luz responded my understanding is that it is a \$45 charge per kiosk so if you have 100 kiosks that is \$4,500/month for those auditing and they process the credit cards and process the ATM cards and wire the cash to the City. So they take care of that side of the service.

Alderman Roy stated switching directions a little bit and getting back to the Middle/Market/Mechanic Streets parking. Current costs of building an above surface parking garage?

Mr. Luz responded between \$15,000 and \$20,000 a space.

Alderman Roy asked could someone tell me how many spots are in our Middle Street parking lot. Does anyone know off hand?

Mr. Sherman answered 68.

Alderman Roy stated in looking at the streets that I named before if we could put approximately 40 additional cars on that surface roadway parking what do you

think that would do to the economic development in that area. Would you consider it an economic development project?

Mr. Luz replied I think it certainly could be considered an economic development project.

Alderman Roy asked so if we could create road surface parking almost to the equivalent of the Middle Street City owned lot you would consider that an economic development project.

Mr. Luz answered I think it could be yes.

Alderman Roy stated getting back to...I just want to confirm the wireless from the kiosks who would maintain that actual network and system.

Mr. Luz responded that is the \$45/month. They keep it up and operating. That is their responsibility.

Alderman Roy stated so short of training people to actually maintain and go out and change the paper and take off graffiti and match solar panels and things like that, short of maintenance all of that would be in the \$45.

Mr. Luz replied yes.

Alderman Roy stated as you know we are in the midst of budget season right now so if you were to put together this plan looking at the 1,000 meter conversion would you be fairly safe in saying 20% additional revenue would be a safe budget number.

Mr. Luz responded I think so. You could easily look at that.

Alderman Gatsas stated so basically when you are replacing the 1,000 meters you would replace them with 30 kiosks or 33 kiosks.

Mr. Luz replied I am using a ratio of...if there is a combination of angled and parallel parking and let's say it is 10 meters per kiosk so if you have 1,000 meters it would be 100 kiosks. Is that what I said before?

Alderman Gatsas asked so if you go back to the rendition you had on Mechanic Street show me the proximity and I know you are not but I would assume being the expert you could at least show us where you think the kiosks would be placed and what cars they would be servicing.

Mr. Luz answered logically there would be one pot of cars here and there would probably be a kiosk centrally located here.

Alderman Gatsas asked what about across the street.

Mr. Luz answered maybe mid block. Let's say...if where we are headed on this...this person is parked on the far end and wants to walk over here so he parks here and walks down to this meter and buys his receipt puts it back on his car and goes wherever his destination is. Maybe the other kiosk is up here and instead of paying this one he has to walk here but then he has to...he still has to walk back to his car. The idea is the furthest they would walk in one direction is probably one per eight parallel spaces so maybe 100' there and back.

Alderman Gatsas asked if I look at your rendition there, there are basically 21 cars being parked and you are showing me three kiosks. So you are one kiosk for every seven spaces.

Mr. Luz answered in this case but there is half a block showing here.

Alderman Gatsas stated I understand that but you just showed me in that half a block you need three kiosks.

Mr. Luz replied if we are running a whole block you may put one here that serves both pods and then you put another one down here that serves the south end. Do you understand what I am saying? I want to take back what I said before. I said if we had this footprint and ran the entire block then I would do it differently. I would put a kiosk here that would serve this pod of cars up here and this pod of cars down here and then locate another here. It is the same footprint.

Alderman Gatsas stated and if one of those kiosks just happens to be out of operation do you think they are going to walk from Elm Street almost to the next block to get a...

Mr. Luz interjected they could walk across the street and back again. It may be a shorter walk than down the street. Part of this is working with the manufacturer or supplier to figure out how do we...at some point it is longer...if this machine is out here I don't want to walk all the way down here but oh gee there is one right here or there is one across the street. So they kind of have to be strategically located to minimize the worst case condition and I don't know that in just looking at the drawings.

Alderman Gatsas asked what is the life expectancy of a kiosk.

Mr. Luz answered good question. I don't know but they are like a computer. They are electronic boards that are replaced and upgraded. The outside is essentially indestructible. It is steel and powder coated and I think would last essentially forever. I do want to mention that the model we are talking about...it doesn't matter the manufacturer but the model we are talking about would not accept dollar bills, five dollar bills, tens or twenties. That adds a level of sophistication that increases the cost dramatically because then you have to store change. If somebody is going to use a \$20 to pay \$1 for parking you have to give them \$19 in change and you have to store that in the machine.

Alderman Gatsas asked so the kiosks you are talking about are coin operated.

Mr. Luz answered coin, ATM, Visa, debit card, credit card. You can get a debit card...what a lot of cities use is they have what is called a key card. It is a little key that fits on your key ring and looks like a car key. You buy time on that. You run downtown because you are an attorney or something and you park on street a lot. You would use that key and it debits your space and you would pull the receipt that way. So you can buy time ahead. You can get a debit device that is good for that machine.

Alderman Gatsas asked those spaces that we have downtown I think are a two-hour limit. How do you go about monitoring that?

Mr. Luz asked with a pay and display machine.

Alderman Gatsas answered yes.

Mr. Luz stated you have the receipt that is visible on the dash. Some of them have a little sticky on them and you stick them on your windshield. Enforcement comes by and can see the expiration time on that receipt. If it is past the current time then you are in violation. So they walk past every car, look on the windshield and read that.

Alderman Gatsas asked so if I go out every two hours and replace that how does she know that...

Mr. Luz interjected she doesn't unless she sees that same car there over and over again. It is not a...it doesn't fix everything. There is no fix for everything.

Alderman O'Neil stated you said one of these kiosks costs between \$8,000 and \$10,000. What was the price you put per meter? You put a price per meter.

Mr. Luz replied I don't recall. I think it was \$400 for an electronic meter. No, I guess \$300.

Alderman O'Neil stated \$300 plus the cost of the pole and the installation. I am guessing...I kind of picked up on something that Alderman Gatsas said. Probably only four anchor bolts hold these things down to whatever their base is. I can't imagine it is very elaborate. So if you find that you need to shift after a little history you can shift with no cost. There is no wiring involved or anything. Am I correct on that?

Mr. Luz replied that is correct. That is what is so wonderful about them. You can modify the locations of them.

Alderman O'Neil asked so if you find one street you might have a ratio of one to seven and on another street you might have a ratio of one to fifteen based on where people are heading, etc.

Mr. Luz answered yes. If you have a street and you know everyone is heading in one direction you probably need fewer machines because most of them are going to pass by a machine at the end of the block.

Alderman O'Neil asked could you get us and I know you were stuck regarding that community in New York but at some point could you just e-mail and let us know the city that was climate tested.

Mr. Luz answered yes. Well Toronto uses them.

Alderman O'Neil stated on the position itself, the Parking Manager or Administrator or whatever it might be called, you specifically recommend one of two certifications. How available is someone with those certifications in our region? I can't imagine that this job is going to pay well enough that somebody is going to relocate from afar. Maybe but I could be wrong.

Mr. Luz replied I think what the opportunity is is a lot of the folks that are getting certified are people that want to move up and be the Parking Director but now they are the Assistant Director. They don't have the top job but they have gone out and increased their qualifications and their experience with the idea that they are going to get an opportunity to move up. I think that is likely the person that you are looking at here. The salary range would probably be more adaptable to someone moving up to a position.

Alderman O'Neil asked so you expect there is someone out there that most likely would relocate to Manchester as an opportunity to develop in their career.

Mr. Luz answered yes. There are some very active state parking associations in the Northeast here. New Jersey has a big one. New York state I think does too and there are several more. There might even be a New England states association that all of these folks belong to. There are postings and that is kind of where they get their training. The folks that don't have a budget to go to national conferences are active in the state associations. That might be where you find this person.

Alderman O'Neil asked do you happen to know roughly the pay scale is of the gentleman in your hometown.

Mr. Luz answered no I don't but I can find out very simply.

Alderman Shea stated we have been working for the last several nights with a blank sheet of paper. I would like you to tell me when can we expect when we go to an enterprise system when that blank sheet of paper will start having figures on it so that we can say to the general public, that is the taxpayers of Manchester, that the enterprise system is working for their benefit?

Mr. Luz replied I think almost immediately it...Randy made a good point. The revenues generated today are just going in different directions. One of the things that this would do is bring it into one location and I think it would not take a long time at all, probably one fiscal year, and you would tweak it from that point and I think you have got your model.

Alderman Shea asked so if we were to start the enterprise system on July 1, 2006, you are indicating that there would be something on that blank sheet of paper by 2007 or by December 2006. In other words right now we have something that works. Maybe it doesn't work as well as enterprise system would tend to work but it does work so what you are indicating is that it would take a little bit of time for this enterprise system to build momentum to the point where that blank sheet of paper shows a little bit of positive numbers or calculations.

Mr. Luz answered I think it has to take some time. It would be something that is new. There is going to be some trial and error in it. You are going to build some experience but experience showed in other locations where they have done this. They have increased revenue and been able to support the enterprise fund. Ultimately it is going to have the ability to generate additional revenue.

Alderman Shea stated but there are a lot of components to this as it were. There is a Parking Manager getting his staff assembled and getting different types of meters programmed and installed and so forth so that eventually there will be

some sort of positive calculations but initially there is going to have to be an outlay of expenditures in order to accomplish what we ultimately...

Mr. Luz interjected no question.

Chairman Osborne stated I would like to ask you one final question. I think you mentioned before you are from Michigan?

Mr. Luz answered yes sir.

Chairman Osborne stated and you said you just started this pilot program down there.

Mr. Luz replied East Lansing just installed pay stations.

Chairman Osborne asked is it a pilot program.

Mr. Luz answered no. It is done. They have implemented it.

Chairman Osborne asked what is your idea about starting a pilot program with this in Manchester rather than going all out.

Mr. Luz answered that is interesting. I talked to the Parking Director in East Lansing about that and one of the things he said is by the time you get researching the different vendors and understanding what you want, it doesn't make sense to do a pilot program because you are pretty much already there. You have made the commitment. You are either going to do it or you are not going to do it. In his opinion it didn't make a lot of sense. I think that is probably the norm.

Alderman O'Neil stated I am sure in the other communities that you have served over the years that there is a point where you return to kind of see where they are at or they ask you to come back. How long do you think is reasonable if we move forward on everything you have recommended? Is it a year project or an 18-month or a two-year project? Just on this first set of recommendations that you have made.

Mr. Luz replied if you get that Parking Manager he is the guy...that person is the one that is going to carry the flag and lead the charge. If you get the right person that is aggressive enough and you lay out the case well enough I think it can happen fairly quickly. The group sitting here is I think going to focus what happens on the Board of Mayor and Aldermen and present it and either make a recommendation or not. Is that right?

Alderman O'Neil asked and then at some point how...when should we have you back. Five years from now? Ten years from now? Two years from now?

Mr. Luz answered I think it would make sense three to six months after you get someone on board to kind of touch base and see where you are at. If you get the right person I think that is the key. I will offer to be part of a selection committee if that helps at all but I think it is really key that you get the right person.

Alderman Gatsas stated I am looking at a Parking Manager's qualifications. Have you looked at it?

Mr. Luz replied yes.

Alderman Gatsas asked can you take a look at the second page at the bottom and the third page at the top and just reading those qualifications what you think on this blank piece of paper...it is great to know that a great educator just by continued repetition the white piece of paper is embedded in that great educator and I appreciate that Alderman Shea. If you read that qualification I would assume that in your expert field and going out and promoting this sort of idea this is not the first time you have been asked the question what do you think somebody would get paid and I think that looking at those qualifications, tell me do you qualify?

Mr. Luz answered no.

Alderman Gatsas stated and you are probably going to earn a lot more than what we are going to pay somebody here so with those qualifications in mind and if that is what we are going to send out looking for a Parking Manager...

Mr. Luz interjected I have 20+ years of experience.

Alderman Gatsas replied well we are only looking for five.

Mr. Luz stated I have a Master's Degree and I have a PE and an AICP. I have all of those things so...

Alderman Gatsas interjected are you a certified parking professional.

Mr. Luz responded no I am a consultant. Those are public administrator certifications. I think the \$65,000 to \$90,000 is very reasonable.

Alderman Gatsas stated I knew sooner or later we would get it from him. \$65,000 to \$90,000.

Mr. Luz replied get the survey from IPI. It will have the wages and benefits for every major city.

Alderman Roy stated we have talked a lot and I think we are taking the Parking Manager's hiring very seriously. You mentioned 20 years of experience. If you had wanted to go the route of being a Director of Parking at what point in your career with all of your other certifications could you have been qualified for this?

Mr. Luz responded realistically probably a good 10 years of experience is what you need. Someone with...I wouldn't necessarily say that I could walk into the city of Columbia or Manchester and say I can run the administrative offices of this parking system. I don't deal with any personnel issues. A lot of this is going to be dealing with personnel and dealing with other departments and hand holding and building your support. I don't have to do any of that. So the person you are looking for is going to have some unique qualifications in that area.

Alderman Roy asked so looking at...you have been in the City a few times now. This would be much like the search when we went out to find our Economic Director and that type of search with these qualifications.

Mr. Luz answered I am not sure what you went through.

Chairman Osborne stated I would like to table this until the next meeting with Mr. Luz. It has been nice having you here and I am sure the Committee feels the same way.

Alderman Roy stated the item on our agenda is regarding this. Are we referring anything to the Board or not at this time?

Chairman Osborne asked do you want to refer this to the full Board.

Alderman Roy answered it is on our full Board agenda for this evening. Do we have anything to report out?

Chairman Osborne stated not really.

Alderman Roy replied because Item 4 on our full Board agenda is discussion regarding parking study recommendations if available.

Deputy City Clerk Johnson stated we had placed that on the Board's agenda because we weren't sure how long this was going to take and also there was some

indication that maybe other Board members might want to participate so it is up to the Committee and we didn't know if there were going to be any actions.

Alderman Long stated I would think that we would need some time to discuss this more before we are ready to bring it to the full Board. I am not sure if we have any action.

Alderman O'Neil moved to table this item. Alderman Shea duly seconded the motion. Chairman Osborne called for a vote. There being none opposed, the motion carried.

Chairman Osborne stated I would like to bring in some new business if I could.

Alderman Shea stated with the approval of the Board I would like to bring in an item impacting my ward.

The Committee members voted to allow the item of new business.

Alderman Shea stated first of all let me begin by indicating that there is an area in my ward that has been recently used as a "dumping ground" by people and I must say first of all that I do appreciate the cooperation of Alderman O'Neil who called it to several City officials attention in addition to myself as well as Mr. Trombley, one of the constituents who is being impacted by this. I also want to extend compliments to the Police Department, Health Department, Highway Department, Fire Department and also the Parks Department for coordinating the efforts. I don't want to actually name the area because I think that obviously wouldn't be in the best interest at this time but I think that Parks, under the leadership of Chuck DePrima, has worked very closely with all of these different departments in order to help with the cleaning and to insure in the future that no additional dumping will be done in this particular area. I know in discussing this with the Chairman of this Committee he indicated that it would be helpful to post signs. I believe he mentioned RSA 163:B, which would enable anyone who has that tendency to want to dump different items there to be leery of the very fact that if they were to be caught they would be prosecuted and the prosecution of such an offense would obviously lead to a serious fine if not ultimate serious consequences. At this time I would like the approval of the members of this Committee to have the authorization to post signs that would indicate that there is no dumping allowed in this particular area of the ward.

Alderman O'Neil duly seconded the motion.

Chairman Osborne asked what are you going to have on the sign.

Alderman Shea answered I would leave that up to the Chairman who is obviously very familiar with what should be on the sign. I know that your expertise in this area is known locally as well as probably extending into the state by now so I would say that with your expertise in this area I would leave it up to you.

Chairman Osborne stated I recommended this. Similar to the graffiti signs we could change the first line on that sign saying illegal dumping and the rest would read the same – maximum penalty jail time with the RSA. When I checked into it with the Solicitor's Office they said that could relate to jail time. I think those words are strong enough without putting any fines. I think jail time is the biggie. How does that sound?

Alderman Shea replied perfect.

Chairman Osborne called for a vote. There being none opposed, the motion carried.

Chairman Osborne called Mr. Hoben and Lt. Valenti forward. I would like to discuss the penalties provided for in the traffic code. Some of these are quite old. Some of them are fine. Some of them I feel that I would like to make a motion on and a couple of them I have a question on. The "No Parking Tow Zone" is not \$25 and \$50 and I think if anybody parks in a "No Parking Tow Zone" it should be \$50 and \$75. The other one that I have here is the fire lane. Parking in a fire lane is \$25 and \$50 and I think it should be \$50 and \$75. Now the other two "No Parking Zone" and "Night Parking" I am going to leave with you for discussion.

Alderman Roy stated I have a brief question for the lieutenant. The "No Parking Zone" and the "Night Parking" when was the last time those were reviewed or increased?

Lt. Valenti replied the "Night Parking" went up I believe last year. We increased it from \$15 to \$25.

Chairman Osborne stated we have that it is \$15 on this list.

Lt. Valenti replied yes overnight parking went to \$25 and \$50.

Chairman Osborne stated what we have in front of us here from the Solicitor's Office is \$15 and \$45.

Lt. Valenti replied if you look on the right it is \$25 and \$50. It is already the law.

Chairman Osborne asked then why were we given...what are the rest of them. Do you know? Are the rest of them off?

Lt. Valenti answered no. The "No Parking Zone" currently is \$20 and \$40 and your recommendation is \$50 and \$75.

Chairman Osborne replied I think a "No Parking Zone" should be no parking. When is the last time that was revised?

Lt. Valenti responded I have been in Traffic for three and a half years and it hasn't gone up. I would say that most people who do park in a "No Parking Zone" block an intersection or a spot.

Chairman Osborne stated it creates a hazardous situation. I know that. That is why I looked into this. How about the fire lane? When is the last time that was looked at?

Lt. Valenti replied that was probably done before my time.

Alderman Roy moved to increase the penalties for "No Parking Zone", "No Parking Tow Zone" and "Fire Lane" to \$50 and \$75. Alderman Shea duly seconded the motion.

Deputy City Clerk stated we will double check what these amounts are. I think some of these were recently increased so we are trying to do the research while we are talking. Certainly you can act on it because we are going to have to put it in ordinance form and submit it at the next Board meeting anyway.

Alderman Long asked "No Parking Zone" compared to "No Parking Tow Zone", is a "No Parking Tow Zone" more of a serious situation than a "No Parking Zone." What is the difference between the two?

Lt. Valenti answered it is an area where somebody would be illegally parked where we could tow their vehicle. That would be the difference. In a "No Parking Zone" we can't tow the vehicle unless it is a hazardous situation but where it is posted we can do that.

Alderman Long asked so in a "No Parking Tow Zone" can a car be towed.

Lt. Valenti answered we can either tow it or issue a ticket depending on the situation.

Alderman Long asked what is the cost of a tow right now.

Lt. Valenti answered it is \$70 during the day and \$85 at night.

Chairman Osborne asked Lt. Valenti would this require both...if somebody was parked in the "No Parking Tow Zone" and was ticketed for \$50 and the tow truck comes along and picks up that car and they have to pay another \$70 or \$85 they could get a double whammy right

Lt. Valenti answered you could yes.

Chairman Osborne asked but usually if you ticket them you don't call a tow truck right.

Lt. Valenti answered right. Just like the winter parking ban. If we issue a parking ticket we wouldn't tow the vehicle.

Chairman Osborne called for a vote on the motion to increase the penalties. There being none opposed, the motion carried.

This being a special meeting, no further business was presented and on motion of Alderman Shea, duly seconded by Alderman O'Neil it was voted to adjourn.

A True Record. Attest.

Clerk of Committee